

# THE CHINA MAIL.

Established February, 1845.  
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, FRIDAY, MARCH 29, 1878.

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENRY & CO., 4, Old Bailey, E. C. SAMUEL DRAGON & CO., 160 & 164, Leadenhall Street.  
PARIS AND EUROPE.—LEON DE ROSY, 19, Rue Monsieur, Paris.  
NEW YORK.—ANDREW WIND, 133, Nassau Street.  
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.  
SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco.  
SINGAPORE AND STRAITS.—SAYLE & CO., Square, Singapore. C. HEINSEN & CO., Manila.  
CHINA.—Macao, MESSRS A. A. DE MELLO & CO., Seacole, CAMPBELL & CO., AMoy, WILSON, NICHOLAS & CO., Foochow, HADEN & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WARD, Yokohama, LANE, CRAWFORD & CO.

## Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....5,000,000 Dollars  
RESERVE FUND,.....1,000,000 Dollars

COURT OF DIRECTORS.  
Chairman—F. D. SAHOOON, Esq.  
Deputy Chairman—W. H. FORBES, Esq.  
E. R. BELLINSON, Esq. ADAM LIND, Esq.  
H. L. DALBYMPLE, Esq. WILHELM REINER, Esq.  
H. HOPKINS, Esq. W. S. YOUNG, Esq.  
H. W. KESWICK.

CHIEF MANAGER, HONGKONG, THOMAS JACKSON, Esq.  
MANAGER, Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank

## HONGKONG.

### INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.  
For Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager,  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 27, 1878.

## To Let.

TO LET.  
THREE ROOMS, Furnished if Required, in Premises No. 38-40, Queen's Road Central, suitable for Offices.

ALSO—  
Two Spacious GRANITE GODOWNS on the Praya, Spring Gardens, Wan Chai.  
Apply to N. MODY & CO.  
Hongkong, March 26, 1878.

## To Let.

THE DWELLING HOUSE, "Green mount," at present in the occupation of J. FAIRBAIRN, Esq.  
Possession after 15th April.

Apply to GILMAN & CO.

Hongkong, March 18, 1878. ap18

## To Let.

THE Dwelling House No. 6, Mosque Terrace, possession from 15th April next.

Three Offices, in Club Chambers.

Apply to

DOUGLAS LAPRAIK & CO.  
Hongkong, March 4, 1878.

## To Let.

HOUSE No. 8, Queen's Road Central, with Godown attached.

House No. 2, Seymour Terrace.

DAVID SAHOOON, SONS & CO.  
Hongkong, January 4, 1878.

## NOW READY.

CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I and II, A to M, with Introduction, Royal 8vo, pp. 404.—By ERNEST JOHN ETTIN, F.R.A. Tübingen.

Price, FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from MESSRS LANE, CRAWFORD & CO., Hongkong and Shanghai and MESSRS KELLY & WARD, Shanghai.

Hongkong, March 1, 1878.

## For Sale.

### LAMMERT, ATKINSON & CO.

#### HAVE FOR SALE.

BY M. M. S. S. "AVA,"

AND OTHER RECENT ARRIVALS.

TEYSSONNEAU'S STRAWBERRIES in SYRUP.

TEYSSONNEAU'S ASSORTED FRUITS in BRANDY.

TEYSSONNEAU'S ASSORTED FRUITS in Patent TINS.

TEYSSONNEAU'S PATE DE FOIE GRAS, in Patent TINS.

TEYSSONNEAU'S ASSORTED JAMS and JELLIES, in Glass Bottles.

PHILIPPE and CANAUP'S ASSORTED PATES.

PHILIPPE and CANAUP'S LONG ASPARAGUS.

PHILIPPE and CANAUP'S SARDINES.

FENARD & FILS' FINEST CHERBOURG BUTTER, in Bottles.

CIGARETTES, COMPAGNIE LAFERME.

RICHMOND SMOKING MIXTURE.

BARCELONA NUTS.

PEA NUTS.

ALMONDS in SHELL.

SMYRNA FIGS.

MUSCATEL BLOOM RAISINS, in Cartons.

EPPS' COCOA.

BORDEN'S CONDENSED MILK.

GOLDEN GATE FLOUR, in Barrels.

GALETINE and ISINGLAS, in 1 lb. Packets.

WAFFLE IRONS, AMERICAN BROILERS.

VERY FINE "O. K." BOURBON WHISKY.

BILLIARD CUE TIPS.

BILLIARD CUE CEMENT.

BILLIARD CHALK.

BILLIARD TABLE CLOTHS.

BAGUETTE and PERKINS' POETER, in Hopsheads.

HORN'S BEST QUALITY RUSSIAN ROPE.

HORN'S ASSORTED TARRED and WHITE LINES.

FAIRBANKS' SCALES.

&c., &c., &c.

Hongkong, February 22, 1878.

## COAL.

### BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to RATTLES & CO.

Hongkong, December 3, 1878.

## Intimations.

### HONGKONG & CHINA GAS COMPANY, LIMITED.

#### THIS REFINERY MANUFACTURES,

LOAF SUGAR, (in 5, 10, and 15 lbs Loaves).

CUT and POWDERED LOAF SUGAR.

CUBIC SUGAR (Lyle's Patent), shortly.

CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) 4 III\*.

FINE WHITE SUGAR, mark C. S. R. (in diamond) 4 II\*.

FINE YELLOW SUGAR, mark C. S. R. (in diamond) 4 II.

COFFEE SUGAR, mark C. S. R. (in diamond) B.I.

GOLDEN SYRUP, SIRUP, and MOLASSES.

SPIRITS of WINE and LAMP SPIRIT.

RUM, 45°, 80°, O. P., and Naval.

ANIMAL CHARCOAL, and DUST.

AMMONIACAL LIQUOR, from Bones,

BONE TAR (a preventive of white ants).

ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to THE MANAGER,

CHINA SUGAR REFINING CO., LIMITED,

East Point, Hongkong.

March 5, 1878. ap20

## Intimations.

### HONGKONG & CHINA GAS COMPANY, LIMITED.

#### RELIABLE, ECONOMICAL, SAFE!!

DURING the TEMPORARY ABSENCE of the Undersigned, Mr. THOMAS DANIEL COX PARKER is appointed Acting Manager.

A. NEWTON,

Manager.

Hongkong, March 20, 1878. ap20

## PIANOFORTE TUNING.

M. R. J. BUCHANAN, BANDMASTER of Her Majesty's 74th Highlanders, beg to announce to the Public of Hongkong that he will undertake to TUNE PIANOFORTES during his stay in the Colony.

Address to Murray Barracks.

Hongkong, March 14, 1878. ap21

## FOR SALE.

### FOR SALE.

W. WHITAKER'S ALMANAC.

LETTS'S DIARIES.

ARNOLDS ON MARINE INSURANCE.

LAW OF GENERAL AVERAGE.

SMITH'S MERCANTILE LAW.

MCCULLOCH'S COMMERCIAL DICTIONARY.

FRENCH Do.

GERMAN Do.

SPANISH Do.

ITALIAN Do.

ENGLISH DICTIONARIES.

ENGLISH SYNONYMS.

ROGET'S THESaurus.

ANDERSON'S MERCANTILE LETTERS.

OLLENDORFF'S FRENCH METHOD.

OLLENDORFF'S GERMAN METHOD.

OLLENDORFF'S SPANISH METHOD.

OLLENDORFF'S ITALIAN METHOD.

NARES' SEAMANSHIP.

DICTIONARY of MEDICINE and HYGIENE.

UNIVERSAL INDEX of BIOGRAPHY.

LANE, CRAWFORD & CO.

Hongkong, March 26, 1878.

## Intimations.

### THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-year Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,

LOUIS HAUSCHILD, Secretary.

Hongkong, September 16, 1878. ap22

## Intimations.

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TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-year Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,

LOUIS HAUSCHILD, Secretary.

Hongkong, December 28, 1877. ap23

## NOTICE.

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## Intimations.

W. BALL,  
CHINA DISPENSARY.IMPORTER OF DRUGS, CHEMICALS,  
DRUGGISTS' SUNDRIES, TOILET  
REQUISITES, PAINTED MED-  
CINES AND PERFUMES.Prescriptions Dispensed with Carefulness,  
and Prompt Attention.PRAYA WEST, HONGKONG,  
Near the Canton Steamer's Wharf,  
Hongkong, July 18, 1876.AFONG,  
PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and toH. I. H. THE GRAND DUKE ALEXIS  
OF RUSSIA,Wyndham Street, formerly ATHLETIC CLUB,  
HAS on hand, the Largest and Best  
collection of Views of China, Photographic Albums, Frames, Cases, &c., of  
assorted sizes. By S. S. Tige, Revolving  
Standard Albums, Armorial Monograms and  
Postage Stamp Albums, Russia Leather,  
Velvet and carved-wood Albums, Cases and  
Frames, nice Albums for Cabinet Portraits  
only, Portraits of the Generals of the present  
Bosso-Turkish War, Eminent British  
Statesmen, the two Chinese Ambassadors in  
Cabinet and Carte de Visite sizes  
Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

AH YON,  
SHIPS' COMPRADORE AND  
STEVENDORE,  
No. 87, Praya Wh.SHIPPING SUPPLIED WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORESOf the best quality and at the shortest notice.  
Hongkong, May 1, 1876.WASHING BOOKS.  
(In English and Chinese,  
WASHINGMAN'S BOOKS, for the use  
of Ladies and Gentlemen, are now  
ready at this Office—Price, \$1 each.

CHINA MAIL Office.

## Notices to Consignees.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNNEES.

CONSIGNNEES of the following Cargo  
are requested to send in their Bills of  
Lading to the Undersigned, for counter-  
signature, and take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.

No Fire Insurance has been effected.

H. DU POUY,  
Agent.

Ex "Pei Ho."

Mr C. Grossmann, G (in da-  
mond), No. 7367, 1 case, from  
Marseilles, Morerry, Marseilles,  
Hongkong, March 27, 1878.COMPAGNIE DES MESSAGERIES  
MARITIMES.

S. S. P D I H O.

## NOTICE.

CONSIGNNEES of Cargo per S. S.  
Copernic, from London, in connection  
with the above Steamer, are hereby  
informed that their Goods are being landed  
and stored at their risk at the Company's  
Godowns, whence delivery may be obtained  
immediately after landing.Optional Cargo will be forwarded on,  
unless intimation is received from the Con-  
signees before To-day, the 20th Instant,  
at 1 p.m., requesting it to be landed here.Bills of Lading will be countersigned by  
the Undersigned.Goods remaining unclaimed after Wed-  
nesday, the 27th Instant, at Noon, will be  
subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUY,  
Agent.

Hongkong, March 20, 1878.

## To-day's Advertisements.

FROM SINGAPORE AND LONDON.

THE S. S. "Glenagles" having arrived  
from the above Ports, Consignees of  
Cargo are informed that their Goods are  
being landed at their risk into the Godowns  
of the Undersigned, whence and/or from  
the Wharves or Boats delivery may be ob-  
tained.Optional Cargo will be forwarded to  
Shanghai, unless notice is given before  
11 o'clock To-morrow.Goods remaining undelivered after the  
5th Proximo will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON &amp; Co.

Hongkong, March 29, 1878.

OCIDENTAL & ORIENTAL S. S.  
COMPANY.

## NOTICE.

CONSIGNNEES of Cargo per Steamship  
"GAELIC," from San Francisco, &c.,  
are hereby requested to send in their Bills  
of Lading for countersignature, and to take  
immediate delivery of their Goods.Cargo impeding discharge of the Steamer  
will be landed and stored at Consignees'  
risk and expense.G. B. EMORY,  
Agent.

Hongkong, March 29, 1878.

## To-day's Advertisements.

FOR AMOY.  
The Steamship  
"ESMERALDA,"  
Cullen, Master, will leave  
for the above Port on  
SATURDAY, the 30th Instant, at 4 p.m.  
For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, March 29, 1878.U. S. MAIL LINE.  
PACIFIC MAIL STRAMSHIP  
COMPANY.THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.THE U. S. Mail Steamer CHINA  
will be despatched for San Francisco,  
via Yokohama, on \_\_\_\_\_, the  
\_\_\_\_\_ at Noon, taking Passengers, and  
Freight, for the United States, and  
Europe.Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlanta and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.A REDUCTION OF TWENTY PER  
CENT on regular rates is granted to  
OFFICERS OF THE ARMY AND NAVY,  
AND MEMBERS OF THE CIVIL AND  
CONSULAR SERVICES IN COMMIS-  
SION.Freight will be received on board until  
4 p.m., of \_\_\_\_\_. Parcels Packages  
will be received at the office until 5 p.m.  
same day; all Parcels Packages should be  
marked to address in full; value of same  
is required.Consular invoices to accompany Overland  
Cargo should be sent to the Company's  
Offices in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Praya Central.RUSSELL & Co., Agents.  
Hongkong, March 29, 1878.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—QUICKSTEP, American barque, Captain  
Barnaby.—Captain.NORTH STAR, American ship, Captain  
J. U. Thomas.—Order.P. J. CARLETON, American barque, Capt.  
J. A. Amsburg.—P. & O. Co.RAJANATTIANUHAR, British str., Capt.  
Geo. T. Hopkins.—Yuen Fat Hong.

OCIDENT, British barque, Capt. Reuter.

—Chinese.

CALDERA, British str., Captain Williams.

—Jardine, Matheson &amp; Co.

STANDARD, British steamer, Captain W.  
W. Lyon.—Seemesen & Co.HAKON ADELENSTEN, Norwegian steamer,  
Capt. Bergh.—Arnhold, Karberg & Co.

## SHIPPING.

## ARRIVALS.

March 28, HAKON ADELENSTEN, Norwegian  
steamer, 905, Bergh, Saigon March 24, Rice.—ARNHOLD, KARBERG & Co.March 29, JULIENNE, German 3-m. sch.,  
183, J. Oafmann, Amoy March 23, General  
—CAPTAIN.March 29, QUARTO, German steamer, 731,  
G. Hayes, Saigon March 24, Rice.—SOY  
SING.March 29, ATLANTA, German steamer,  
783, G. Petersen, Saigon March 24, Rice.

—SIEMSEN &amp; Co.

March 29, THALES, British steamer, 700,  
Coles, Haiphong Mar. 24, Rice.—DOUGLAS  
LAFLAUR & Co.March 29, KEMERALDA, British steamer, 1712,  
W. S. Kidley, San Francisco Feb. 21, and  
Yokohama March 22, Mails and General—  
O. & O. S. S. Co.

## DEPARTURES.

Mar. 29, Rajanattianuhar, for Bangkok.

29, S.S. Monongahela, for Shanghai.

29, Hesperia, for Chinkiang.

29, Mervia, for Saigon.

29, Brisbane, for Australian Ports.

29, Deputation, for Shanghai.

## Cleared.

For Tientsin.

Norra, for Swatow.

Cotran, for Swatow.

Osward, for Whampoa.

Seamen's Brids, for Bangkok.

Charger, for San Francisco.

## Passenger.

Arrived.

Per JULIENNE, from Amoy, Messrs G. H.  
Sandberg and Skonberg, 56 Chinese.

Per ESMERALDA, from Manila, Mr and Mrs

Nohr, child and servant, Dr. J. Burke and

servant, Messrs D. Reses, Boyd, Taylor,

Barnham, W. Perm, W. B. Lerbo, W. G.

Gomes, F. W. R. H. Acens, P. W.

Gomes, W. G. Fernandez, 1 European

deck, and O. S. S. Co.

## General Memoranda.

Sunday, March 21.—

Daylight.—Fees leaves for Coast Ports.

Monday, April 1.—

Oxfordshire leaves for Yokohama, &amp;c., on

or about this date.

Glenagles leaves for Shanghai on about

this date.

Wednesday, April 3.—

8 p.m.—Meeting of Zetland Lodge.

Thursday, April 4.—

Noon.—French Mail leaves for Ports of

Cali and Europe.

2 p.m.—Furniture Sale, &amp;c., at Mr J.

Fairbairn's residence, "Greenmount."

Friday, April 5.—

Goods per Glenagles undelivered after

this date subject to rent.

Thursday, April 11.—

Noon.—English Mail leaves for Ports of

Cali and Europe.

8 p.m.—Occidental &amp; Oriental S. S. Co.'s

Passenger leaves for Yokohama and San

Francisco.

## Memos. FOR TO-MORROW.

## Miscellaneous.

Notice of optional cargo per Glenagles to

be given before 11 o'clock a.m.

## Shipping.

Noon.—Macan leaves for Manila.

4 p.m.—Emeralds leaves for Amoy.

Ionian leaves for London.

## Cleared.

Arrived.

Per JULIENNE, from Amoy, Messrs G. H.

Sandberg and Skonberg, 56 Chinese.

Per ESMERALDA, from San Francisco, Dr

Hamilton, Mr and Mrs

Nohr, child and servant, Dr. J. Burke and

servant, Messrs D. Reses, Boyd, Taylor,

Barnham, W. Perm, W. B. Lerbo, W. G.

Gomes, F. W. R. H. Acens, P. W.

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2 p.m.—Occidental &amp; Oriental S. S. Co.'s

a gentle ripple of laughter during the progress of this scene.

Mr Oxley, as Counsel for the plaintiff, showed that he has a very clear voice and good intoning power; and if he had imparted just a little more lightness and warmth to his attention to his "interesting client," whose cause he was advocating, he would have made more of his appeal to the hearts of British juries. His rendering, however, was smooth and clear; and his get-up was worthy of the bar and the Court of Justice.

We have not space, however, to particularize all the effective scenes where all was so excellently interpreted and placed before the public. The compromise proposed by the Bench having, as usual in cases of breach of promise, been objected to, the Judge loses his temper (as Judges will do sometimes), and to the strains and tune of "All the legal furies seize you," he hurls books, papers, pens, etc. over the Court, and descends from his seat of dignity to marry the bride, himself. The concluding chorus, "Oh, joy unbounded," was re-demanded, and the curtain fell a second time amid the most hearty applause we have heard for many a day.

Mr Sanger, whom we are glad to see again in his place, conducted, in his usual style; and the accompaniment was admirably played by Messrs. Russell and Emory.

The Choral Society well deserve the thanks of the community for their services on this occasion, more especially the ladies; and while we would suggest a repetition of the entertainment, with a more lively comedy, it may confidently be promised that a bumper house would reward the Society's efforts to please.

#### Police-Intelligence.

(From C. V. Creagh, Esq.)

29th March, 1878.

#### LARCENIES.

Leong Aiat, a coolie, was sent to six weeks' hard labour for stealing a piece of knot (a kind of root) valued at 12 cents.

Lau Fuk Kum, a hawk, was sent to six weeks' hard labour for attempting to steal a pair of trousers.

Ho Asang, a cook, was charged on remand with stealing a binocular glass and three dollars, from the cabin of the third officer of the S. S. *Orissa*. The defendant had been seven times previously convicted. He reserved his defence, and he was committed for trial.

LARCENY AND ATTEMPTED ESCAPE.

Chong Tuo Lu, a hawk, was charged by Inspector Matheson with stealing 3 sheets of copper, which he had concealed under his jacket. The defendant in reply to the Inspector stated that he had bought it from a carpenter, but could not find him now.

Mr de Jesus, sworn, stated that the copper was the property of the H. K. & W. Dock Company. Witness knew it by the peculiar punching, which is done by machinery.—James Edward (P.C. 78), stated that he took the defendant to Aberdeen to make inquiries about him, and on the way back to Hongkong, on the 27th, when they had got about half way, the defendant said that he could not walk, and witness could not get a chair. The defendant walked very slowly and complained of pain. Witness was assisting him along, and, when near Mr. Davis's house, the defendant suddenly struck witness in a vital part with his bamboo hat, and jumped over a wall. Witness pursued him, and after a long chase over the rocks, the defendant fell and witness caught him. The defendant made at witness with his fist, and it was then discovered that he had slipped off the handcuff. He was then taken to West Point Station. Witness was unable to go on to the Central Station owing to the injury he had received, and he was now under treatment at the Hospital.—The defendant stated that the road was wet and he slipped down.—Four months' hard labour.

#### BEGGARS.

Eight more mendicants were disposed of to-day, by being sent to their native places.

#### UP A TREE.

Thomas Knight, a seaman belonging to H. M. S. *Magpie*, was charged with going up a tree at the Cricket ground, whilst the athletic sports were in progress, and breaking the branches. He was warned by a Sixth Constable not to go up, but persisted in doing so. The Captain of the ship gave him a very good character, so he was only fined 50 cents.

#### DRUNKENNESS.

William Gibbon, seaman unemployed, was charged with the above offence, but as he was quiet, he was discharged with a caution.

Joaquin da Silva, seaman unemployed, was fined \$2. He had been previously convicted for disorderly conduct.

Ruban Indekans and John Horton, seamen unemployed, were discharged with a caution.

LARCENY ON BOARD THE S. S. "EDUCATION." She Ayow alias U A-un, a passenger by the S. S. *Education*, was charged with stealing \$172 from the box of one of the other passengers whilst at sea. The steamer was on her way to Singapore to this port.

R. J. Brown, the master of the S. S. *Education*, sworn, stated that on the morning of the 27th instant, whilst at sea between Singapore and this port, one of the Chinese deck passengers complained that he had been robbed of about £200. Witness called the Chief Chinese cook to act as interpreter. Witness told him to try and find out who had taken the money, and said that he would not allow any of the passengers to go on shore until the Police had been on board. As the steamer entered the port, the 3rd officer was ordered to put two of the Chinese passengers in irons for being concerned in the poisoning of the passengers on the 21st instant. Shortly after the ship arrived, the police came on board and the three prisoners were given into their custody for poisoning some of their fellow-passengers.

James Morrison, sworn, stated that he was the third Officer of the S. S. *Education*. On the morning of the 27th instant he was on the forward deck when the two men in Court (pointing to Fan a Yam and Yung Tien Po) came up to him and the shorted man, who held one of his fellow-passengers by the queue, said, "this Chinese b— makes steel my money \$20." One of the two men then lifted up the mat on which he slept, which was close to where witness was standing, and 2 or 3 sovereigns rolled out on the deck. Witness looked at one of the

sovereigns and found it to be Australian. On the same day (27th) witness put the defendant and another man in irons by order of the Captain, but witness did not know why they were ordered to be confined. The Police boat came alongside the same day (27th), when the steamer entered the port, and the defendant and two others were given into the custody of the Police. Witness went to the Police Hulk with the prisoners and saw the defendant searched and a quantity of Australian sovereigns taken from his person. They were taken from under his arm, and were tied up in some white cloth. Witness then went back with the Police and the defendant, and saw the defendant take the police constable in Court to the bridge where he had been in irons and point out to the police the place where he had been in irons and some more of the money was found concealed under the eak. The money was found wrapped up in a piece of white cloth.

By defendant.—When I put you in irons you said the big man did not want you put in irons and that he was your friend.

At this stage the case was adjourned until Wednesday the 3rd prox.

#### CHARGE OF MURDER ON BOARD THE S. S. "EDUCATION."

Cheng Aho, U A-chuk and Sha A-yow alias U A-un, were charged with the wilful murder of Leong Awah and Wong Asam, male adults; Wong Amui, a girl; and Chun Angan, a woman; on board the S. S. *Education* on the high seas on the 21st instant, by administering poison which it is alleged the prisoners placed in the soup served out to the passengers.

R. J. Brown, sworn, stated he was the master of the S. S. *Education*. On the evening of the 21st instant the Doctor informed him that the 3rd class passengers were all vomiting as if they had been poisoned. Witness went forward to the deck house and found the passengers all sick. Witness enquired for the Chief Chinese cook to make inquiries. The cook was also sick. (The evidence of the Captain was the same as that at the inquest.)

The 3rd officer was next examined, but as his evidence was also the same in substance, we refrain from reproducing it.

After the evidence of the second Officer Dr. Thomas Pott gave somewhat similar evidence that which he gave at the inquest. He went into a lengthy and detailed account of the symptoms displayed by the passengers who were poisoned.

The 1st prisoner asked the doctor if one of the packets said to contain poison and which was found on his person was not good for a sore foot. The doctor, after looking at the medicine, said he could not say what it was without making an analysis. He had never seen it before, and he was not acquainted with Chinese medicine.

The Captain, recalled, said that he produced a list of the passengers. He then gave details of the numbers on board, the place of embarkation, and rates of passage-money. The 1st prisoner, he said, had no right on board the ship, as he had no ticket.

The evidence of P. C. Somerville (No. 35) was next taken; he proved going on board the steamer, and that the prisoners were given into his custody on suspicion of being connected with the death of four of the Chinese passengers. The Captain reported that a robbery had also been committed. A woman (Li Aqui) gave him a packet containing powder and he got some other powder from the person of the first prisoner.

The third prisoner was searched, and some sovereigns were found on his person. Some more money was subsequently found concealed under one of the casks on the bridge, where the third prisoner had been made fast. The prisoner told one of the witnesses where the money was to be found. £17 were found concealed in the prisoner's boot, and £46 under his arm pits. The case was then adjourned for a week to enable the Coroner's enquiry to be concluded.

#### THE FAMINE IN THE NORTH.

(Concluded.)

Feb. 7th.—This day was the worst of all. We saw abundant proofs of men eating clay or stones. I bought three stone-cakes. The stone is the same as our soft stone pencils. This is pounded to dust and mixed with millet husks, in greater or less proportion, according to the poverty of the people, and then baked. It does not look bad, but tastes like what it is—dust. The dead to-day number more than on any previous day.

We did not reckoned them in reckoning, but seeing so many fresh ones, we counted them again this afternoon. They were not less than twenty-nine in 55 1/2 from Ling-chih-lin northwards. And the circumstances were more frightful, too. In one valley the road branched into two, and you might take either side of the stream. Without thinking of it, I took one and my servant another. We were within sight of each other, though not at talking distance, and it was only after 5 1/2 that the roads united again. On his road, the servant saw a woman lying in a ditch after being robbed of all she had, like many others. Although not conscious of any one passing by, yet the moved! Further on we saw a man's head cut cleanly off his body—a cruel murderer's deed. We saw also among the dead some wounded heads, not in such a way as we usually saw done by wolves, dogs and birds. Even the dogs were getting savage; they barked and howled at us when we were driving them away from the dead. Many of the corpses we had formerly seen had disappeared, but their places were more supplied by fresh ones. I need not say that we were terribly sick of this horrible journey. If we could have given relief wherever we went, it would have been a high gratification; but as it was, such scenes as I have not half described, and such tales as I cannot vent to do more than hint at, repeated daily, and several times in the day, too, made me afraid almost to mention the subject. It was like re-opening a painful wound to me, and how much more to the poor people themselves? After being away fourteen days, I reached Tai-yuen-fu in safety on the 10th.

The above is what I saw. Now I have to give a briefer account of what I heard. Not that I heard less indeed, but I am sure no one cares to read much more of such terrible suffering. I met men from the province of Shoo-chien en route for Peking, and they said that the whole way from Feng-hien in that province there were dead men on the road every now and then. He told me that snow had fallen in Honan about a foot deep. I met others later on, who had come from St. Iagan-fu, in Shensi. About a span of snow had fallen there. I met others from Ning-hia in North Kansu. Grain was cheap and abundant in that province, but scarce each step as they came

across the northern half of Shensi. No snow worth mentioning had fallen on their route. The Yellow River at the pass where they crossed over to Shensi, on their way to Kiang-ho, had not been passable by ice since the 25th year of Tao Kwang (32 years ago), but the poor people have had unusual cold as well as unusual famine to contend with this winter. The soft grain is sold at prices varying from two to five cash per catty, according to distance of carriage. Bark is sold at from five to seven cash per catty at the places where I enquired. The roots of rushes are dug and eaten. These cause the face to swell, and the stones when taken in large quantities has the same effect as chalk. People die of constipation. Grain in three and four times the usual price, and turnips and cabbages five and six times! Flour costs seven, eight, or nine cash per ounce, according to the place bought at. In every city we passed through, they said 20, 30, or 40 people died there daily. At Ping-yang-fu they said that two Wan-jin Keong were filled, and that two carts were daily employed in carting the dead. One innkeeper told us that some body in three days had counted no less than two hundred and seventy dead on the road. The main road goes most of the way alongside the river Fen, and a good deal of the soil can be irrigated on one side or other, but away a few fms. east or west are the hills. The dead there are far more numerous. Whole families, old and young, die in their houses, and there they remain unburied. At Kieh-hu-hien in Fen-chow-fu the inn-keeper said that half of the people were either dead or had gone away. Those from Lin-kin-hien and Lin-hien and Wan-chien-hien in Fu-chou-fu said that the number of the dead there was frightful. In one town a third were dead already, in another six out of every ten. On enquiring they insisted that in most of the "hells" in Fu-chou-fu more than half were dead. Whoever I asked from Ping-yang-fu, Fu-chou-fu, Kiang-ho, and Hsi-chow, for I met people from all these places at some inn or other, I did not meet a single man who would admit that five out of every ten remained except that man who spoke of a third dead. The rest maintained that five or six or even seven out of every ten were dead. And they gave instances of villages numbering three, four and five hundred people last year, only numbering one hundred now. Here in Yang-k'ü, nevertheless, judging from inquiries made last year, these statements are exaggerations; true, indeed, of certain places but not of whole prefectures. Still making a liberal allowance, and say that only five out of ten will remain at the end of the famine, which I fear is too much, what a terrible famine will it prove to have been! Consider the area. Grain is sent to every town in Fu-chou-fu overland via Hsin-hua, a distance of 2,000 and more fms., not to speak of it coming from Manchuria. If it could be got nearer from any other direction, of course it would be brought, so we have a radius and can calculate the square miles. The population of Shensi is mostly in hilly trondhills could not carry coal, or at least they could not carry enough to bring them and take them back; so that unless the Russians have taken the precaution to provide coal depots en route, where they may replenish their stores of fuel, we are tolerably safe from a visit. England, indeed, has at present this great advantage in any maritime war in the Pacific, that the only coal-fields at present worked on its shores, and this advantage by itself would not necessitate advanced postages, and which also gives the fullest assurance of ability to carry out the contract in its integrity, should be selected. And as regards length of contract, they suggest the impossibility of securing a high rate of speed together with so short a term of contract as five years; because no Company could be expected to provide the class of high-speed vessels requisite, at the risk of having the contract annulled at the end of five years, and thus being burdened with a class of ships of no further use to them. They therefore propose, that duration of contract should also be made a matter of tender, "as contractors would doubtless accept a long contract on terms more favorable to the public than a short one." The good sense of these proposals is, we think, evident. We are glad to see the Chamber taking the opportunity of calling the attention of the Director-General to the necessity of avoiding a delay of our mails at Bombay. It is intolerable how lie to lie the greater part of a day in the western capital. The reference of the Chairman, Mr. Mackinnon, to the P. and O. Company were graceful and, in spite of all complaints, well deserved, we think. Most people will agree with him in hoping to see the P. and O. Company still carrying the mails under a new contract, and will approve of the recommendation that their tender should receive the fullest consideration consistent with public interests. Only we must say that, having regard to the way in which the last contract was made, to the amount of the influence which the Company exercised then, and will doubtless exercise again, such a recommendation, proper as it is, is perhaps superfluous. We may take it for granted, that the tender of the P. and O. Company will receive at least as full consideration as is consistent with public interests. Not more, we hope.—*Friend of India*.

eleven ships, manned by 140 officers, and 1200 seamen.

It may possibly have since been increased, although it is scarcely possible that steamers could be transferred from the Baltic to Siberian waters without the fact becoming well known. The distance is so great that several calls at ports en route would have to be made for the purpose of coaling. The *General Admiral* is the flagship of the station, and is looked upon as the most formidable vessel in it; she is, however, far inferior to an ordinary English ironclad. She is of 4500 tons burthen, and 1000 horse-power, her armor has a thickness of six inches, and she carries four 9-ton guns and two of 6-ton guns. The other Russian ironclads on this station are small monitors of from 800 to 1500 tons burthen, and from 150 to 400 horse-power; their armor ranges from four to six inches in thickness, and they carry two 12-ton guns.

At the time of the Crimean War the Russians found that, although they succeeded in holding their fortified station at Petropavlovsk, yet that it was very inconveniently situated, and was in fact unsuitable as a depot for their sea-going fleet. The station of the Siberian fleet was accordingly removed, after the peace of Paris, to Vladivostock, a port on the coast of Manchuria, on the western shore of the sea of Japan, and distant about 200 miles from Hakodate. They have also another arsenal situated at Nikolaisk, on the strait between the island of Sachalin and the main land, about 100 miles north of Vladivostock, and we are not quite certain which of these two ports is to be considered the principal one and the headquarters of the fleet. Little is known about their fortification either; but it is certain that large sums have been spent in strengthening them. The direct route from either of these ports to the coast of Australia would lead past Hongkong, which lies about 1400 miles south of Vladivostock, and is the head-quarters of our China squadron. The nearest route which could be taken between Vladivostock and Moreton Bay would measure about 6000 miles; whilst owing to the dangerous navigation on the east of New Guinea, and amongst the islands to the north, it is probable that a regard for safety would lengthen it by at least 1000 miles more. This is a distance for which these heavy ironclads could not carry coal, or at least they could not carry enough to bring them and take them back; so that unless the Russians have taken the precaution to provide coal depots en route, where they may replenish their stores of fuel, we are tolerably safe from a visit.

At the Calcutta Chamber avoids naming a rate or a duration of contract which should be insisted upon. The Bombay Chamber proposed that the contract speed should at once be raised from 9 to 13 knots from Suez to Bombay, and that the contract should run for five years only. These terms might be very desirable, if they were practically attainable—and attainable without an increase in postal rates; but we believe no Company will undertake the contract on these terms except for a very high subsidy. The Calcutta Chamber, on the other hand, proposed that these matters should be decided according to tenders. As regards speed, they suggest that the tender which gives the highest speed, combined with a subsidy which would not necessitate advanced postages, and which also gives the fullest assurance of ability to carry out the contract in its integrity, should be selected. And as regards length of contract, they suggest the impossibility of securing a high rate of speed together with so short a term of contract as five years; because no Company could be expected to provide the class of high-speed vessels requisite, at the risk of having the contract annulled at the end of five years, and thus being burdened with a class of ships of no further use to them. They therefore propose, that duration of contract should also be made a matter of tender, "as contractors would doubtless accept a long contract on terms more favorable to the public than a short one." The good sense of these proposals is, we think, evident. We are glad to see the Chamber taking the opportunity of calling the attention of the Director-General to the necessity of avoiding a delay of our mails at Bombay. It is intolerable how lie to lie the greater part of a day in the western capital. The reference of the Chairman, Mr. Mackinnon, to the P. and O. Company were graceful and, in spite of all complaints, well deserved, we think. Most people will agree with him in hoping to see the P. and O. Company still carrying the mails under a new contract, and will approve of the recommendation that their tender should receive the fullest consideration consistent with public interests. Only we must say that, having regard to the way in which the last contract was made, to the amount of the influence which the Company exercised then, and will doubtless exercise again, such a recommendation, proper as it is, is perhaps superfluous. We may take it for granted, that the tender of the P. and O. Company will receive at least as full consideration as is consistent with public interests. Not more, we hope.—*Friend of India*.

large amount in our atmosphere, this union being attended with the production of light and heat, and resulting in the formation of the invisible and poisonous gas which is technically called carbonic-acid gas. When, therefore, we burn a piece of coal in the fire-place, what happens, roughly stated, is (1) that the carbon of the coal enters into direct union with the oxygen of the air, emitting heat and light in so doing, the carbonic-acid gas thus produced escaping up the chimney in an invisible form; and (2) that the earthy and incombustible matter present in greater or less amount in all coals is left in the grate unburned, in the form of ashes and cinders.—*Science for All*.

#### Quotations.

HONGKONG, March 28, 1878.

OPium.—New Patna, cash, \$590 credit, —

Old Patna, cash, ..., None credit, —

New Benares, cash, 570 credit, —

Old Benares, cash, None credit, —

New Malwa, cash, 730 credit, 735

Allowance Taels, 6 1/2 24

Old Malwa, cash, credit, —

Allowance Taels, 6 1/2 24

QUICKSILVER, ... ... ... 62 1/2 63

SALT-PETRE, ... ... ... 6 1/2 6 1/2

#### Exchange.

Intimations.  
NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOATS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT  
BAUD, NAPLES, AND MARSEILLES;

ALSO, PONDICHERY, MADRAS, CALCUTTA AND BOMBAY.

ON THURSDAY, the 4th April, 1878, at Noon, the Company's S. S. *ANADYR*, Commandant MOBAU, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 3rd April, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DUPOUEY,  
Agent.

Hongkong, March 23, 1878.



STEAM FOR  
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London,  
ALSO, Bombay, Madras, Calcutta, and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *GEELONG*, Captain O. FRASER, will leave this on THURSDAY, the 11th April, at Noon.

For further particulars, apply to A. LIND, Superintendent.

Hongkong, March 25, 1878.

Occidental & Oriental Steam-Ship Company.  
TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be despatched for San Francisco via Yokohama, on THURSDAY, the 11th April, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 10th April. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PAS- SAGE TICKETS.

SPECIAL REDUCTIONS granted to Officers of the ARMY and NAVY, and to Members of the CIVIL and CONSULAR SERVICES.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, March 26, 1878.

april

Intimations.

NOTICE.

A. MILLAR & CO., PLUMBERS, AND GAS FITTERS, Queen's Road East, HONG KONG.

September 15, 1877.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which China frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,

Manager.

Hongkong, February 22, 1878.

Volume Sixth of the  
"CHINA REVIEW".

New Ready.  
No. IV.—Vol. VI.  
OF THE

CHINA REVIEW  
CON TAIN S.

Bibliography of the Chinese Imperial Col- lections of Literature.

Imperial Confucianism.

Brief Sketches from the Life of K'ung-ming.

Chinese Official Titles.

Translations of Chinese School-books.

Geographical Notes on the Provinces of Kiangsi.

Short Notices of New Books and Literary Intelligence.

Notes and Queries.

The Manchu Terms for

The Mammoth in Chinese Records.

Mohammedan Apostles in China.

The Ki-kiu identified with the Graffia.

Life Saving Association, and other Benevolent Societies at Wuhan.

Professor Bao and his Critics.

Annamese Sovereignty.

Books Wanted, Exchanges, &c.

China Mail Office.

Hongkong, October 12, 1877.

RUSSELL & CO., Agents.

Hongkong, October 1, 1877.

ESTATE OF DODD & CO.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

DODD & CO.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.